RESTRICTED

INFORMATIONAL INTELLIGENCE

SUMMARY No. 43-39

ITALIAN AIRCRAFT AND ARMAMENT

OFFICE OF THE
ASSISTANT CHIEF OF AIR STAFF, INTELLIGENCE
WASHINGTON, D. C.

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Italian Aircraft and Armament

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July 1943

Distribution: SQUADRONS

**NOT TO BE TAKEN INTO THE AIR
ON COMBAT MISSIONS**

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ASSISTANT CHIEF OF THE AIR STAFF, INTELLIGENCE
WASHINGTON, D. C.

Distribution: SQUADRONS.

July 1943

ITALIAN AIRCRAFT AND ARMAMENT

Introduction

This booklet is compiled to present in tabular form technical information at present available concerning currently operational types of Italian aircraft, together with the armament they carry. In addition, the best available photographs and silhouettes are shown, approximate fields of fire being indicated on the latter. A brief description of each aircraft is given.

A standard form is used to describe the technical data as now known. Supplementary information will be disseminated in Informational Intelligence Summaries, under the heading "Notes On Enemy Aircraft". This additional data should be transcribed into this Summary, either on the current sheets or on the blank forms at the end of each classification.

Individual aircraft are classified according to general use and are arranged in alphabetical and numerical order in each group. By numbering sheets in allotments of 100 to each group, provision is made for adding newly recorded types at the end of their proper classification in the general index.

Information has been obtained from sources believed reliable, but is incomplete in the case of certain aircraft. Further data on all aircraft are urgently desired, particularly with reference to new or unfamiliar models.

THE AIRCRAFT SHOWN ON THE FRONT COVER IS THE MC 202

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CALCULATION OF RANGES

*1. (a) The method of assessing the ranges is based on the following conventions:—

(i) Ranges given are ideal still-air ranges. No reduction is made for operational tactics or allowance made for navigational errors, head winds, etc.

(ii) Allowance is made for warming up and take off equivalent to five minutes running at take-off power.

(iii) A further allowance is made for the fuel used during climb to the operational altitude at the maximum rate of climb.

(iv) The distance covered during the climb is credited to the range but no credit is given for gliding in at the end of the journey.

The actual values of these allowances are not given in the tables, which are laid out to give the available data in as concise a manner as possible.

(b) Figures are, however, given at each loading condition for the average rate of fuel consumption, expressed in miles per 100 lb. of fuel. These will enable approximate estimates to be made of the effect on range and endurance of interchanging fuel with other loads (e. g. bombs). For example, supposing the following data are given:—

	Fuel			Normal cruising			
Bombs	Gals.	Lbs.	Average speed m. p. h.	Altitude ft.	Range miles	Endurance hrs.	Miles per 100 lb.
Nil	88	670	315	16, 500	450	1. 48	80

and it is required to calculate the resulting range and endurance when some form of additional load weighing 150 lb. is carried at the expense of fuel.

Range.—150 lb. is 1.5 times a 100 lb. unit, and the consequent reduction in range would be 1.5 times the "miles per 100 lb." figure, i. e. 80 in this case, which would be 120 miles, and this subtracted from the range figure, i. e. 450 miles, would give an amended range of 330 miles.

Endurance.—The resulting reduction in endurance will be the loss of range divided by the corresponding speed. In this case 120 miles should be divided by the speed in question, i. e. 315 mph which gives .38 hour, and, subtracted from the endurance of 1.48 hours, modifies the flying time to 1.1 hours.

It should be noted that these results are very approximate as further corrections have to be made if changes in the all-up weight, or the over-all drag of the aircraft are involved. They will, however, be sufficiently accurate for most purposes.

*II. Figures will be given, where practicable, under "Remarks" for the fuel consumed by fighters during quarter or half an hour's running at maximum power for combat, but this figure, as stated in Note 1, will not have been deducted from the range figures given.

It will, however, enable estimates of range to be made when it is required to allow for time for combat. For instance, in the example of para. 1 (b) supposing half an hour's combat allowance is given as 290 lb. and it is desired to know the reduction in range in endurance allowing 20 minutes for combat.

Combat allowance.—The fuel consumed would be ⅔ of 290 lb. which is about 195 lb. which, multiplied by the figure for "miles per 100 lb." i. e. 80, would give a reduction in range of 155 miles, or, as before, if divided by the corresponding speed, i. e. 315 mph gives a reduction in endurance equivalent to about .5 hours off the 1.48 hours listed.

CR 42

DESCRIPTION

The CR 42 is an obsolete day fighter that has been converted into a ground attack and night fighting aircraft. It is the only recognized night fighter in the I.A.F. "CR" stands for "Caccia Rosatelli," fighter designed by Rosatelli.

This aircraft is a single-engine biplane. Wings are of unequal span, the top being the longer. Ailerons are on the top wing only. Warren girder interplane bracing is employed. Forward fuselage is triangular-shaped, fairing to oval section in the rear. The cockpit is open. There is a single fin and rudder. The braced landing gear is fixed. Wheels are spatted.

CR 42

SINGLE-ENGINE FIGHTER.

Mfr.: FIAT. Crew: ONE.

Duty: GROUND ATTACK, NIGHT FIGHTER, BOMBING.

PERFORMANCE

Max. speed 270 m.p.h. at 13,100 ft. altitude (normal load); 260 mph (with max. bombs).

Cruising speed: normal 232 m.p.h.; economical 160 m.p.h.; at 13,100 ft. altitude.

Climb: to 13,000 ft. altitude in 5.5 min. (normal load); in 6 min. (with max. bombs).

Fuel: normal 93 U.S. gals.; max. 115 U.S. gals. For ½ hr. combat: 40 gals.

Service ceiling: normal load 32,000 ft.; max. bomb/fuel load 30,500 ft.; min. fuel/no bombs 34,000 ft.

RANGES

Speeds	With Normal Fuel/Bomb Load	With Max. Bomb Load	With Max. Fuel Load
Normal cruising	425 miles	400 miles	miles
Economical cruising	575 miles	535 miles	miles

POWER PLANT

Number of motors 1 Rated 840 horsepower each at 12,600 ft. altitude.

Description: Fiat A.74 RC.38, 14 cyl., twin-row, air-cooled radial.

Propellers: 3-blade, constant speed, Fiat Hamilton.

Superchargers:

Misc.: Long chord cowling with controllable gills.

ARMAMENT

(F - fixed. M - free.)

For'd fuselage: 1 x 7.7 mm and 1/2 x 12.7mm (F)

For'd wings:

Through hub:

Dorsal:

Lateral:

Ventral:

Tail:

BOMB/FREIGHT LOAD

Normal bomb load: lbs.

Max. bomb load: 220 lbs.

Typical bomb stowage:

lbs.

Alternate bomb stowage:

2 x 110 lbs.

1 x 220 lbs.

Freight and/or troops:

lbs.

ARMOR

Frontal:

Windshield:

Pilot's seat: Fully protected

Dorsal:

Lateral:

Ventral:

Bulkhead:

Self-sealing fuel tanks, 14 mm. thick.

Engine:

SPECIFICATIONS

Materials: Steel tubing, fabric and metal covering.

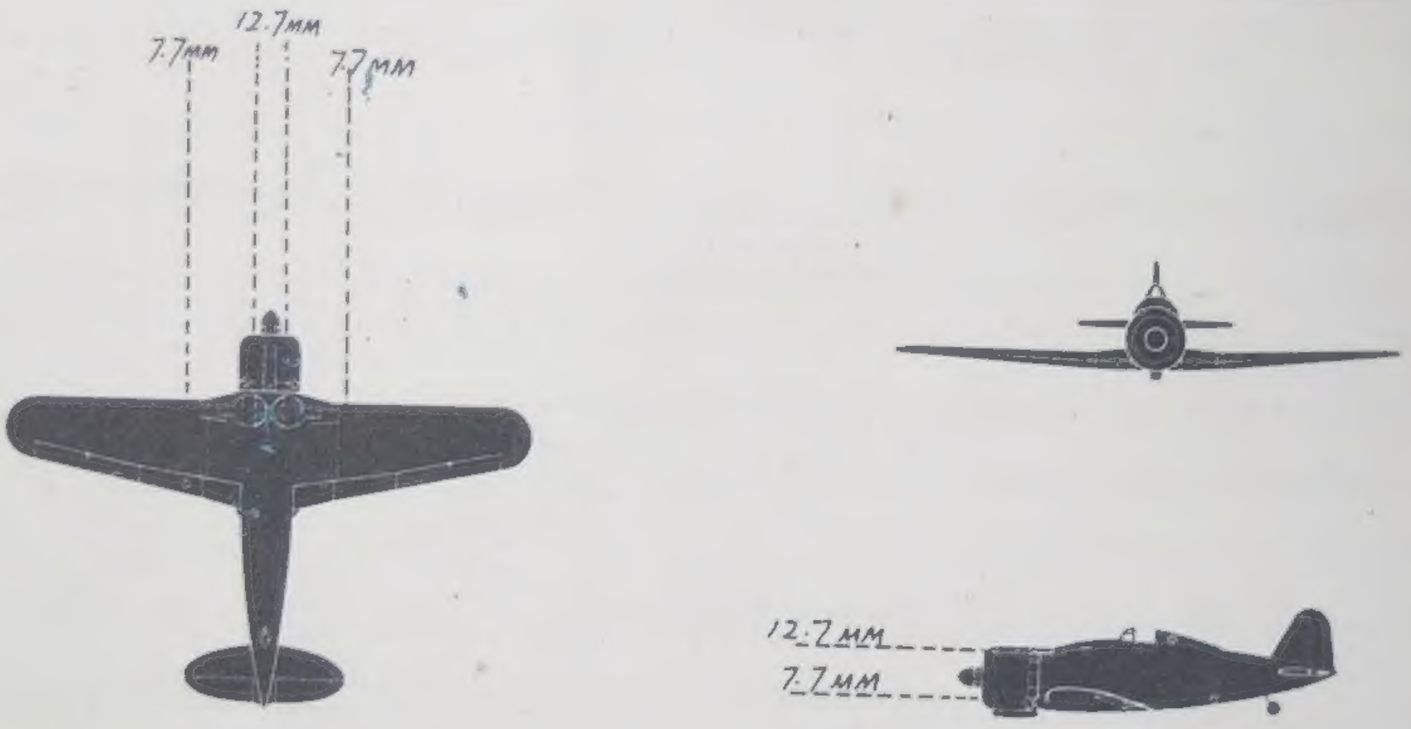
Span: 31'-10" Length: 27'-2" Height: 10' Wing Area (gross) 237 sq.ft.

Weights: landing 4,500 lbs.; normal load 5,100 lbs.; max. load (est.) 5,300 lbs.

Misc.: Self-sealing covering, 14 mm. thick, on fuel tanks included 2½ mm. pressed felt as the innermost layer, as well as sponge rubber, rubber sheet and doped fabric.

ADDITIONAL TECHNICAL DATA

Fiat A.76 R.C.40 engine, rated at 1000 hp at 13,100 ft. reported fitted in an improved version.



G 50

DESCRIPTION

The G 50 was the first monoplane fighter adopted by the I.A.F. It is obsolescent in terms of modern fighters and probably will be employed mostly for ground-attack operations. "G" stands for Gabrielli, the designer.

This aircraft is a single-engine, low-wing monoplane. Wing center section tapers more sharply in chord and thickness than outer sections, which have moderate taper to rounded tips. Frise ailerons and camber-changing flaps are fitted; ailerons and flap controls are interconnected. The forward fuselage is of oval section; the rear portion straight-sided with an inverted "y" top.

G 50

SINGLE-ENGINE FIGHTER

Mfr.: FIAT. Crew: ONE.

Duty: FIGHTING. GROUND ATTACK.

PERFORMANCE

Max. speed 300 m.p.h. at 14,500 ft. altitude; 260 mph at sea level.

Cruising speed: normal 258 m.p.h.; economical 170 m.p.h.; at 14,500 ft. altitude.

Climb: to 15,000 ft. altitude in 6.4 min. (normal load); in 6.9 min. (with max. load).

Fuel: normal 69 U.S. gals.; max. 83 U.S. gals. For ½ hr. combat: 40 gals.

Service ceiling: normal load 32,500 ft.; max. bomb/fuel load 31,500 ft.; min. fuel/no bombs 34,000 ft.

RANGES

Speeds	With Normal Fuel/Bomb Load	With Max. Bomb Load	With Max. Fuel Load
Normal cruising	325 miles	250 miles	410 miles
Economical cruising	410 miles	320 miles	510 miles

POWER PLANT

Number of motors 1 Rated 840 horsepower each at 12,500 ft. altitude.

Description: Fiat A.74 RC.38, 14 cyl., twin-row, air-cooled radial.

Propellers: 3-blade, constant speed, Fiat Hamilton.

Superchargers:

Misc.: Long-chord cowling with controllable gills. Air intake under cowling.

ARMAMENT

(F - fixed. M - free.)

For'd fuselage: 2 x 12.7 mm(F)

For'd wings: Provision for 2 x 7.7 mm (F)

Through hub:

Dorsal:

Lateral:

Ventral:

Tail:

BOMB/FREIGHT LOAD

Normal bomb load: lbs.

Max. bomb load: 317 lbs.

Typical bomb stowage:

lbs.

Alternate bomb stowage:

lbs.

Freight and/or troops:

lbs.

ARMOR

Frontal:

Windshield:

Pilot's seat: Back, 8 mm.; Sides and seat, 6 mm.

Dorsal:

Lateral:

Ventral:

Bulkhead:

Engine:

SPECIFICATIONS

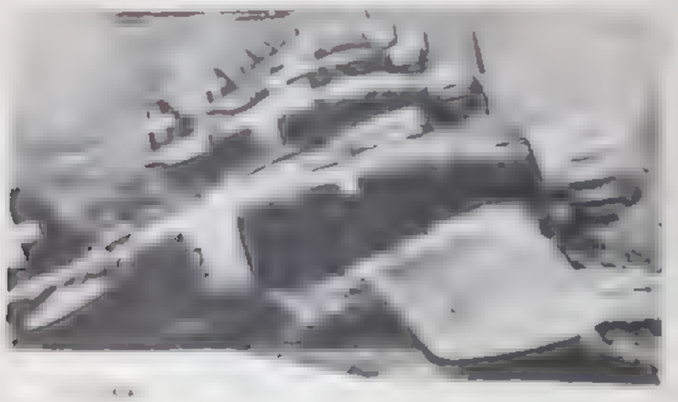
Materials: Steel tubing, stressed skin, duralumin spars and ribs.

Span: 35'-9" Length: 25'-6" Height: 9'-3" Wing Area(gross) 196 sq.ft.

Weights: landing 4,800 lbs.; normal load 5,200 lbs.; max. load(est.) 5,450 lbs.

JULY
1943

[redacted]



[redacted]

[redacted]

The MC 2 0 is a fighter which has been [redacted]ared for the most part by MC 202's and Reggianes

It will probably see service in the future mainly as a ground attack and light bombing

[redacted]t. "MC" denotes Macchi, designed by Castoldi

This aircraft [redacted] a single-engine, low-wing monoplane. Wings are tapered moderately. Camber-[redacted] flaps are interconnected with the ailerons. Fuselage is of oval section. The cockpit co[redacted]

[redacted]rent type is closed. Landing gear retracts inward into center section.

JULY
1943

ITALY
103

MC 200

SINGLE ENGINE FIGHTER

Mfr MACCHI. Class CAF.

Duty FIGHTING, GROUND ATTACK, BOMBING.

PERFORMANCE

Max speed 310 m.p.h. at 15,000 ft. altitude, 268 mph at sea level.

Cruising speed: normal 268 m.p.h.; economical 170 m.p.h.; at 15,000 ft. altitude.

Climb: to 15,000 ft. altitude in 6.25 min.

Fuel: normal 84 U.S. gals.; max. 163 U.S. gals. For ½ hr. combat: 40 gals.

Service ceiling: normal load 33,000 ft.; max. bomb/fuel load ___ ft.; min. fuel/no bombs 33,500 ft.

RANGES

Speeds	With Normal Fuel/Bomb Load	With Max Bomb Load	With Max Fuel Load
Normal cruising	430 miles	___ miles	___ miles
Economical cruising	570 miles	___ miles	800 miles

POWER PLANT

Number of motors 1 Rated 840 horsepower each at 12,[redacted] ft. altitude.

Description Fiat A.74 RC.38, 14 cyl., twin-row, air cooled radial

Propellers 3-blade, metal, constant speed, Fiat Hamilton or Piaggio

Superchargers ___

Misc. Long chord cowling with prominent streamlined fairings for rocker boxes. Air intake under cowling.

ARMAMENT

(F - fixed. M - free.)

For'd fuselage 2 x 12.7 mm(F)

For'd wings ___

Through hub ___

Dorsal

Lateral

Ventral

Tail

BOMB, FREIGHT LOAD

Normal bomb load: (est.) 220 lbs.

Max. bomb load: ___ lbs.

Typical bomb stowage

1 light bomb carrier under each wing 2 x 110 lbs.

Alternate bomb stowage:

___ lbs.

Freight and/or troops: ___ lbs.

ARMOR

Frontal:

Windshield

Pilot's seat Back, [redacted]

sides and back, 6 mm

Dorsal

Lateral

Ventral

Bulkhead

Engine:

SPECIFICATIONS

Materials All metal, stressed skin.

Span: 35' Length: 27' Height: 11'-6" Wing Area(gross) 181 sq.ft.

Weights: landing 4,400 lbs.; normal load 5,460 lbs.; max. load ___ lbs.

Misc.: ___

ADDITIONAL TECHNICAL DATA

Fiat A.76 RC.40 engine, rated at 1050 hp at 1[redacted] hp at 13,1[redacted] ft. reported fitted [redacted] improved version, which would increase performance.

[redacted]

MC 205

JULY
1943

MC 205

DESCRIPTION

The MC 205 appears to be the MC 202 fitted with the more powerful D.B.605A engine. It is robable that the number of these aircraft in service is limited at present.

From an identification point of view, the MC 205 is practically the same as the MC 202
wn on page 104.

Re 2000

[illegible]

e Re 2000 is an obsolescent fighter that was designed after the Seversky model as embodied
S. P-35. It has been replaced by the newer Re 2001.
is aircraft is a single-engine, low-wing monoplane. Leading edges of wing are straight-
trailing edges curved, tips nearly pointed. The cockpit is long and transparent. Fin
r are of long chord. Landing gear retracts rearward into wings, with fairings appearing
bulges beneath the wings.

Re 2000

SINGLE SEAT FIGHTER "FALCO I" (FALCON)

Mfr.: OFFICINE MECCANICHE "REGGIANE" S.A. Crew: ONE

Duty: FIGHTING, GROUND ATTACK, POSSIBLY BOMBING.

PERFORMANCE

Max. speed 325 m.p.h. at 15,000 ft. altitude; 280 mph at sea level.

Cruising speed: normal 272 m.p.h., economical 173 m.p.h.; at 15,000 ft. altitude.

Climb: to 15,000 ft. altitude in 6.8 min. (normal load); in 10 min. (with max. load)

Fuel: normal 95 U.S. gals., max. 383 U.S. gals. For ½ hr. combat: 49 gals.

Service ceiling: normal load 32,000 ft.; max. bomb/fuel load 26,000 ft.; min. fuel/no bombs ft

RANGE

Speeds	With Normal Fuel/Bomb Load	With Max. Bomb Load	With Max. Fuel Load
Normal cruising	400 miles	miles	1865 miles
Economical cruising	535 miles	miles	2175 miles

POWER PLANT

Number of motors 1 Rated 1000 horsepower each at 13,000 ft. altitude.

Description: Piaggio P.XI R.C.40, 14 cyl., twin-row, air-cooled radial.

Propellers: 3-blade, metal, variable pitch.

Superchargers:

Misc.: Long chord cowling with controllable gills. Air intake above cowling.

ARMAMENT

(F - fixed. M - free.)

For'd fuselage 2 x 12.7 mm(F)

For'd wings Provision for 2 x 7.7/12.7 mm.

Through hub:

Dorsal:

Lateral

Ventral

Tail

BOMB FREIGHT LOAD

Normal bomb load lbs.
Max. bomb load lbs
Typical bomb stowage

lbs.

Alternate bomb stowage.

lbs.

Freight and/or troops:

lbs

ARMOR

Frontal:
Windshield
Pilot's seat:

Dorsal:
Lateral
Ventral:
Bulkhead

Engine:

SPECIFICATIONS

Materials: Metal, stressed skin.

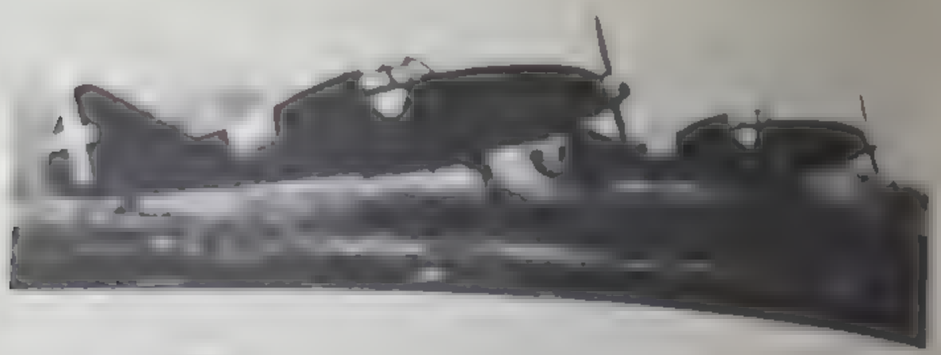
Span: 36'-1" Length: 25'-9" Height: 12' Wing Area (gross) 220 sq.ft.

Weights: landing 5,200 lbs.; normal load 6,800 lbs.; max. load 7,700 lbs.

Misc.: Nardi bomb carriers (pneumatic or mechanical) suited for live release, can be fitted in wings.

ADDITIONAL TECHNICAL DATA

With 171 U.S. gals. range is 785 miles at normal cruising, 1,040 miles at economical cruising. Manufacturer is a Caproni concern.



Fe 2

DESCRIPTION

The Re 2001 is one of the leading fighters of the I.A.F., although inferior to the MC 202 and 205. It is likely to be encountered wherever Italian fighters are operating.

This aircraft is a single engine, low-wing monoplane. Wings' leading edges are straight, ...ered, trailing edges are curved, tips nearly pointed. Cockpit has head fairing that merges ... fuselage. The fin and rudder are of long chord. The landing gear retracts rearward with ...ings appearing as slight bulges beneath the wings. Tailwheel is non-retractable.

JULY
1943

ITALY
107

Re 2001

SINGLE-ENGINE FIGHTER "FALCO II" (FALCON)

Mfr.: OFFICINE MECCANICHE "REGGIANE" S.A. Crew: ONE.

Duty FIGHTING, GROUND ATTACK, POSSIBLY BOMBING.

PERFORMANCE

Max. speed 350 m p h. at 20,000 ft. altitude; 290 mph at sea level.

Cruising speed: normal 300 m.p.h.; economical 195 m.p.h., at 18,000 ft. altitude

Climb: to 18,000 ft. altitude in 8.3 min.

Fuel: normal 176 U.S. gals.; max. U.S. gals. For ½ hr. combat: 47 gals.

Service ceiling: normal load 34,000 ft.; max. bomb/fuel load ft.; min. fuel/no bombs 36,000 ft.

RANGES

Speeds	With Normal Fuel/Bomb Load	With Max. Bomb Load	With Max. Fuel Load
Normal cruising	730 miles	miles	miles
Economical cruising	940 miles	miles	miles

POWER PLANT

Number of motors 1 Rated 1,150 horsepower each at 16,000 ft. altitude.

Description: DB 601 A/A/1, 12 cyl., liquid-cooled, inverted vee.

Propellers: 3-blade, metal, constant speed, Fiat-Hamilton type.

Superchargers: Long intake embodying air cleaner.

Misc.: Oil radiator under engine. Coolant radiators, one under each wing, as on the Me 109. Rearward-facing exhaust stubs.

ARMAMENT

(F - fixed. M - free.)

For'd fuselage: 2 x 12.7 mm (F) 300 r.p.g.

For'd wings: 2 x 7.7 mm (F) 600 r.p.g.

Through hub:

Dorsal:

Lateral:

Ventral:

Tail:

BOMB/FREIGHT LOAD

Normal bomb load: lbs.

Max. bomb load 550 lbs.

Typical bomb stowage: Under fuselage. 1 x 550 lbs.

Alternate bomb stowage: lbs.

Freight and/or troops: lbs.

ARMOR

Frontal:

Windshield:

Pilot's seat: Bottom, 7 mm. Head & shoulder, 9 mm.

Dorsal:

Lateral:

Ventral:

Bulkhead:

Engine:

SPECIFICATIONS

Materials: Metal, stressed skin.

Span 36' Length: 27'-4" Height: 12' Wing Area: (gross) 220 sq.ft.

Weights: landing 6,800 lbs., normal load 7,000 lbs., max. load lbs.

Misc.:

ADDITIONAL TECHNICAL DATA

Sub-type IIA identified. Nardi bomb carriers (pneumatic or mechanical) suitable for dive release can be fitted in wings.

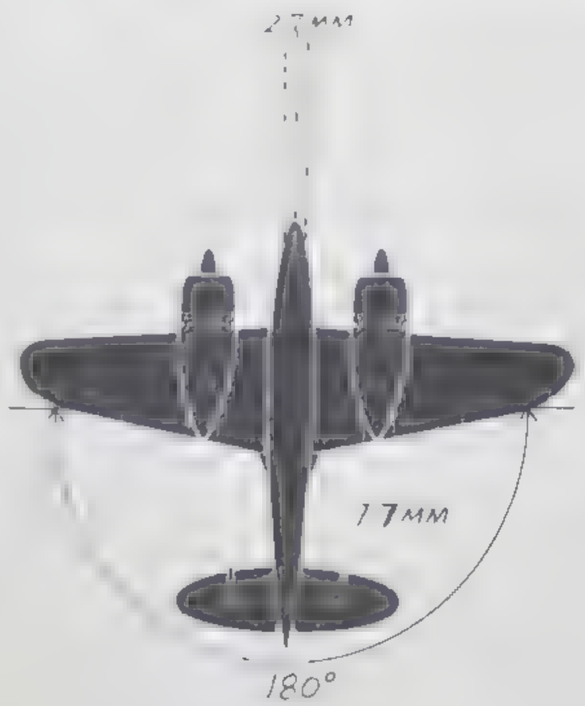
ITALY

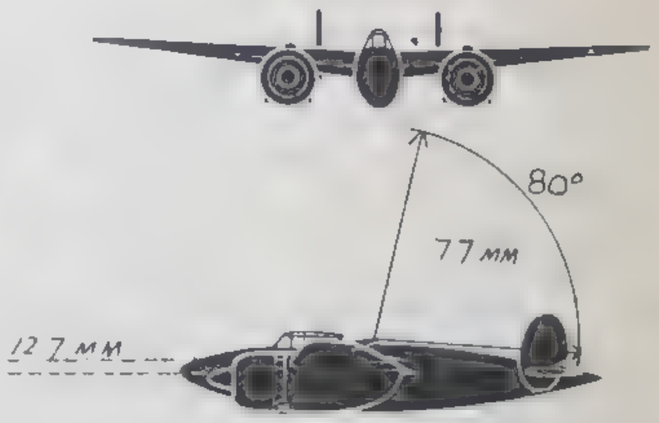
201

Ba 88

JULY

1943





Ba 88

DESCRIPTION

The Ba 88 is an obsolescent aircraft originally designed as a fighter but subsequently employed for light bombing, ground attack and reconnaissance operations. It probably is in service in small numbers.

This aircraft is a twin-engine, shoulder-wing monoplane. Wings taper, more so on trailing than leading edges; tips are rounded. Handley-Page leading edge slots, slotted ailerons and slotted flaps are fitted. Fuselage is of oval section. The twin fins and rudders are set in from tips of the stabilizer which is braced. Landing gear retracts rearward into engine nacelles; tail wheel retracts.

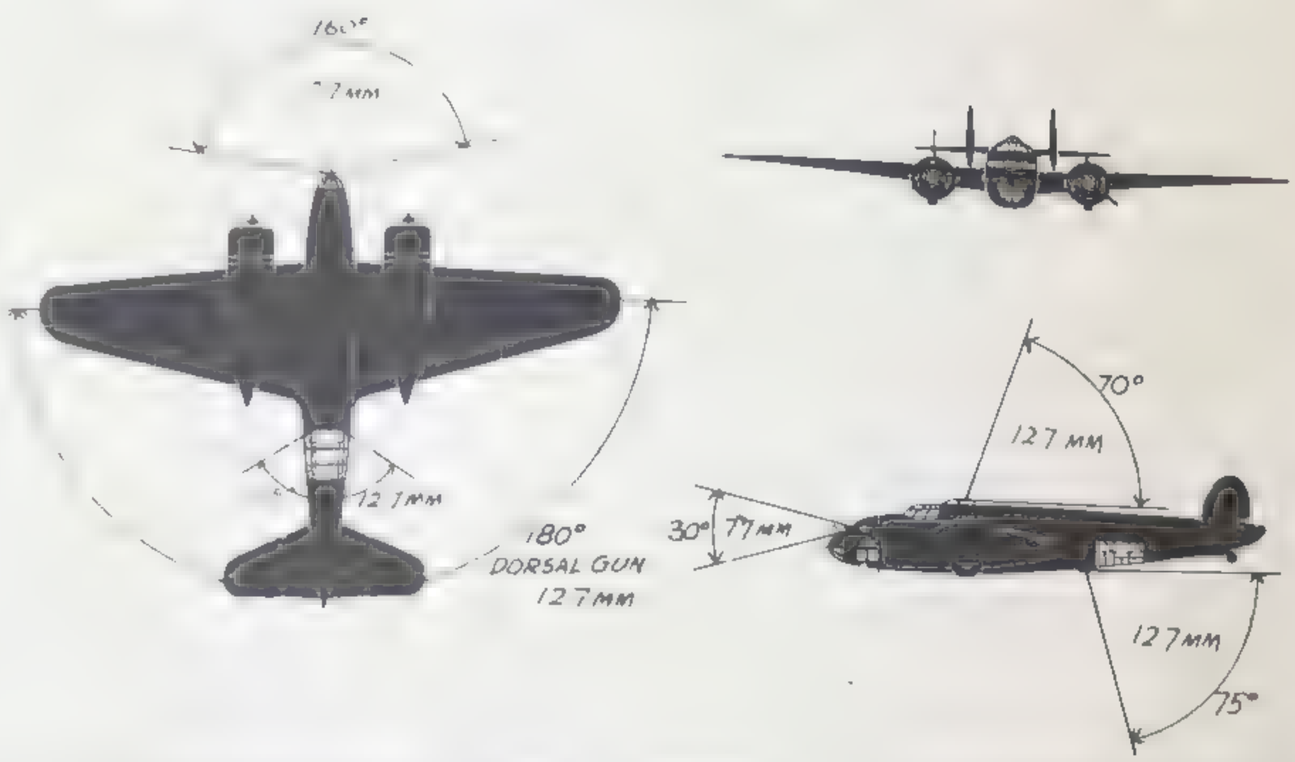
ITALY

203

Ca 135 bis

JULY

1943



Ca 135 bis

DESCRIPTION

The Ca 135 bis is an obsolescent reconnaissance bomber that probably still remains in service.

It is a twin-engine, mid-wing monoplane. Wing has deep chord and moderate taper to rounded tips. Outer wing panels have detachable tips, trailing and leading edges. Split flaps are fitted between ailerons and fuselage. The forward fuselage has a large amount of transparent panelling. Twin fins and rudders are set in from stabiliser tips. Landing gear retracts rearward into engine nacelles.

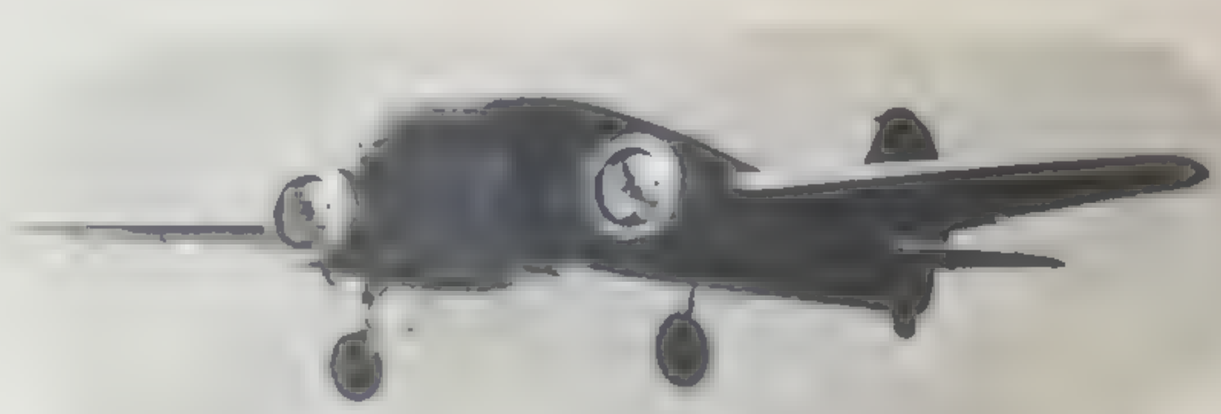
Ca 310

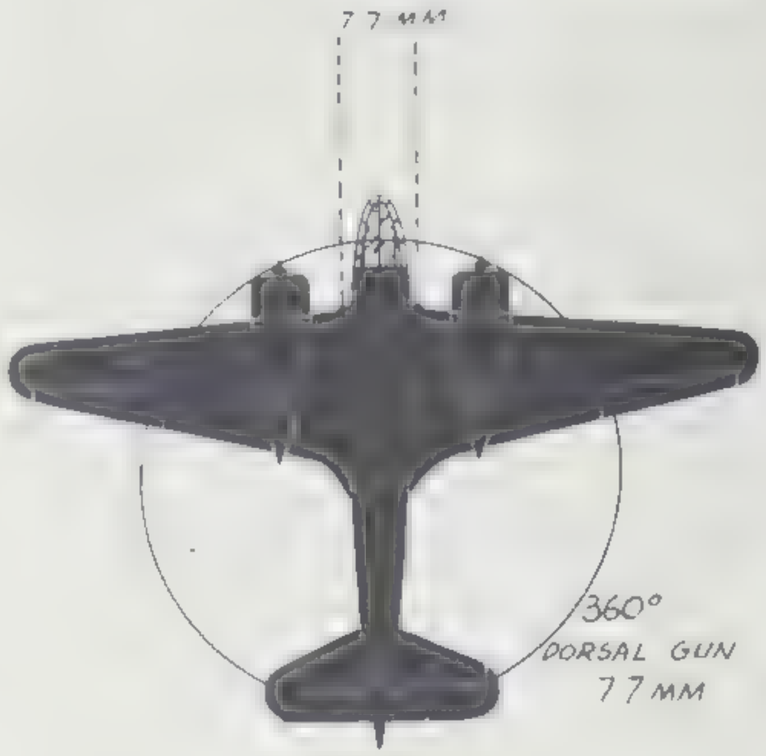
ITALY

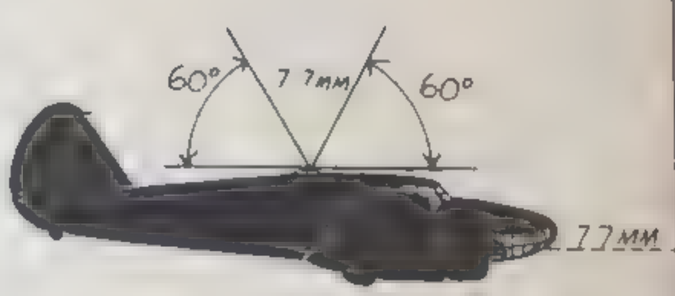
204

JULY

1943







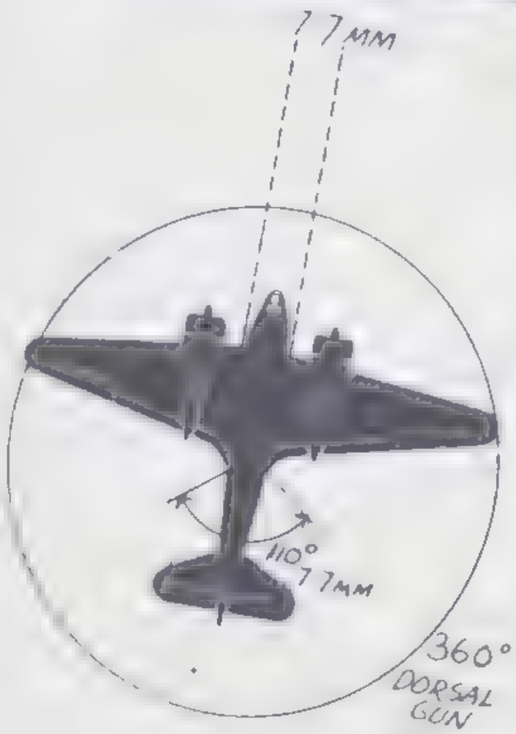
Ca 310

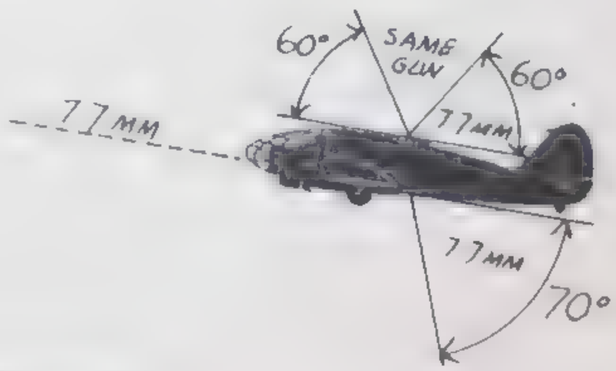
DESCRIPTION

The Ca 310 reconnaissance bomber appears to be in service in small numbers.

The aircraft is a twin-engine, low-wing monoplane. Wings taper to rounded tips. Split flaps are fitted. Cockpit is over the leading edge. The bottom of the nose is made of transparent panelling. There is a single fin and rudder. Landing gear retracts rearward into nacelles.

3-7115. 41





Ca 311, 312 bis

DESCRIPTION

The Ca 311 and 312 bis landplanes are essentially similar aircraft, a number of which appear to be operational.

They are twin-engine, low-wing monoplanes. Wi
nose is almost completely trans
sides of

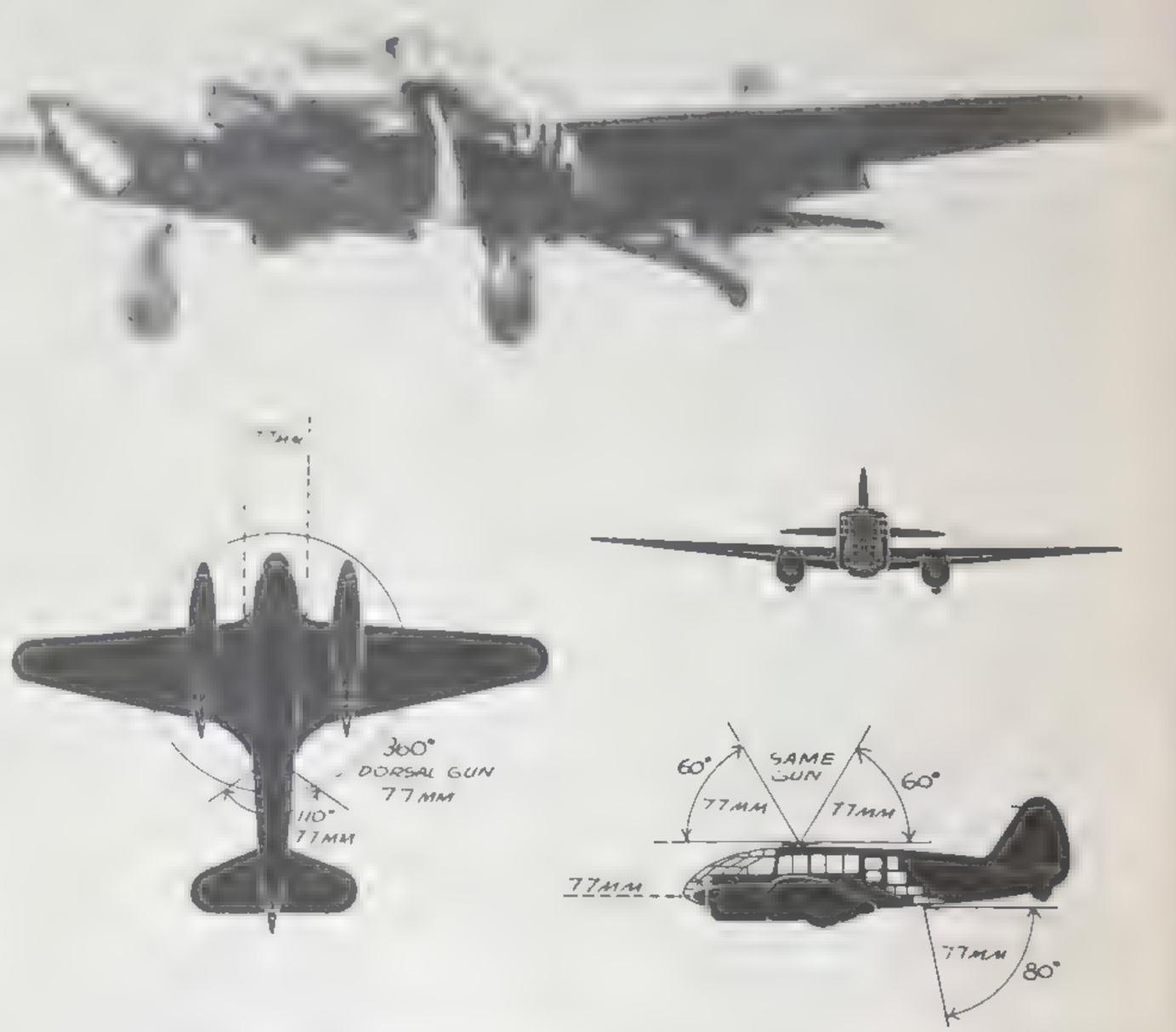
ITALY

206

Ca 313

JULY

1943



Ca 313

DESCRIPTION

The Ca 313 is a development of the Ca 310-312 series and probably will continue to remain in service.

This aircraft is a twin-engine, low-wing monoplane. Wings taper moderately to rounded tips. The blunt nose is almost completely transparent. There is a large amount of transparent panelling in the sides of the fuselage. Landing gear retracts into engine nacelles.

3-7115. AF

JULY

1943

NO SILHOUETTES AVAILABLE

CR 25

DESCRIPTION

The CR 25 is one of the lesser known reconnaissance bombers of the I.A.F. A number of these aircraft appear to be still in service. It is said to be comparable in many respects to the earlier British Blenheims. "CR" denotes "Caccia Rosatelli", fighter designed by Rosatelli.

This aircraft is a twin-engine monoplane. Wings taper to rounded tips. Split flaps are fitted. Fuselage is narrow and straight-sided. Lower part of nose has transparent panelling. Cockpit is forward of leading edge. Landing gear retracts rearward into nacelles. Tail wheel is non-retractable.

3-71.5. 47

ITALY

2??

P 108

JULY

1943

P 108

DESCRIPTION

The P 108 is the only operational four-engine bomber in the I.A.F. It resembles, to a certain extent, the earlier models of the U.S. B-17. Current belief is that the number of these aircraft in service is small.

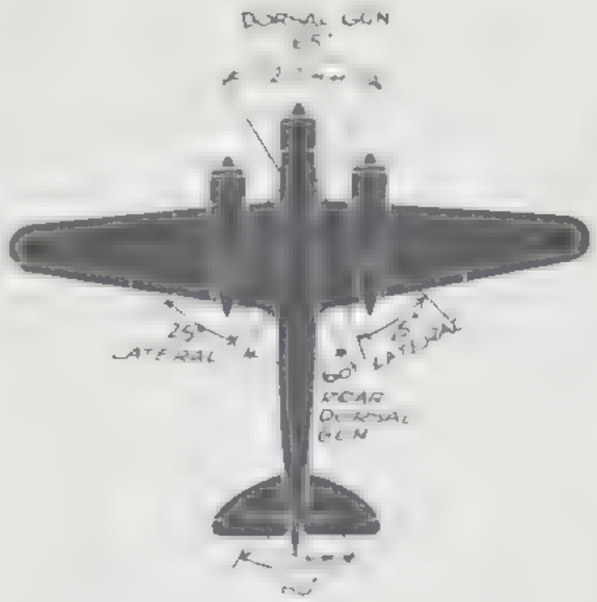
This aircraft is a four-engine, low-wing monoplane. Wings taper sharply, more so on trailing than leading edges; tips are rounded. There is a single fin and rudder. Inboard engine nacelles project further forward than outboard. Landing gear retracts rearward into nacelles.

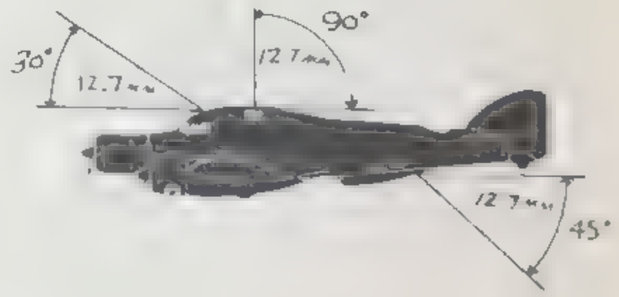
ITALY

SM 79

JULY

1943





SM 79

DESCRIPTION

The SM 79 is the mainstay of the I.A.F. bomber units. It has been used extensively in anti-shipping activities as a torpedo-bomber. Substantial numbers remain in service.

This aircraft is a three-engine, low-wing monoplane. Wings have straight taper to rounded tips. Trailing edges are hinged, inner sections act as camber-changing flaps, outer sections as ailerons and flaps. Outer section of leading edge has Handley Page slots. There is a single fin and rudder and braced stabilizer. Fuselage is humped behind the cockpit. Rear ventral bombardier's position creates a bulge. Landing gear retracts rearward into nacelles.

3 7415. AF

The SM 84 was developed from the SM 79 which it probably was intended to supersede. It would appear, however, that the aircraft is not very popular and only a limited number are in service.

The aircraft is a three-engine, low-wing monoplane. Wings have a slight taper with rounded tips. Trailing edges are hinged; inner sections act as camber-changing flaps and outer sections are ailerons and flaps. Twin fins and rudders; stabiliser is braced. Ventral gondola creates bulge under rear fuselage. Landing gear retracts rearward into nacelles.

JULY 1943

ITALY 211

SM 84 bis

THREE-ENGINE BOMBER

Mfr SAVOIA-MARCHETTI Crew FOUR to FIVE

Duty BOMBING, RECONNAISSANCE, TORPEDO-BOMBING.

PERFORMANCE

Max. speed 290 m.p.h. at 15,000 ft. altitude; 253 mph at sea level (est.)

Cruising speed: normal 250 m.p.h.; economical 200 m.p.h.; at 15,000 ft. altitude. (est)

Climb: to 15,000 ft. altitude in 17 min. (est)

Fuel: normal (est) 672 U.S. gals.; max. 861 U.S. gals.

Service ceiling: normal load 24,000 (est) ft.; max. bomb/fuel load ____ ft.; min. fuel/no bombs 29,500 (est) ft.

RANGES

Speeds	With Normal Fuel/Bomb Load	With Max. Bomb Load	With Max. Fuel Load
Normal cruising	950 miles	____ miles	1,285 miles
Economical cruising	1,040 miles	____ miles	1,400 miles

POWER PLANT

Number of motors 3 Rated 1000 horsepower each at 13,200 ft. altitude.

Description: Piaggio P.XI bis RC, 40D, 14 cyl., twin-row, air-cooled radial.

Propellers 3-blade, metal, Piaggio, constant speed, variable pitch.

Superchargers

Misc. Long-chord cowlings with controllable gills.

ARMAMENT

(F - fixed. M - free.)

For'd fuselage:

For'd wings.

Through hub

Dorsal 1 x 12.7 mm (M)

Lateral 2x12.7mm(M) 630 rpg

Ventral 1x12.7mm(M) 350 rds.

Tail

BOMB/FREIGHT LOAD

Normal bomb load: ____ lbs.

Max. bomb load 5,830 lbs.

Typical bomb stowage:

5 x 550 and 14 x 220 lbs.

Alternate bomb stowage

3 x 1100 lbs.

Torpedoes, 2 x 1760 lbs.

Freight and/or troops: ____ lbs.

ARMOR

Frontal

Windshield

Pilot's seat Back, head, sides of both seats, 6-9 mm.

Dorsal Turret top, sides 9-10 mm.

Lateral Gn. below guns, 6-8mm.

Ventral Gn. [illegible] mm.

Bulkhead

Engine

SPECIFICATIONS

Materials: Metal, plywood, fabric.

Span 69'-4" Length: 60' Height: Wing Area: (gross) 648 sq.ft.

Weights: landing 21,000 lbs.; normal load 27,700 lbs.; max. load ____ lbs.

Misc

ADDITIONAL TECHNICAL DATA

Gun balancing rod in dorsal turret gives impression of a second gun

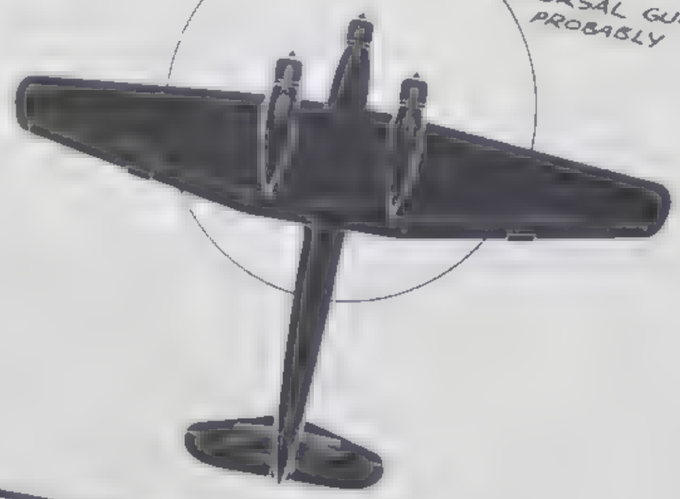
ITALY

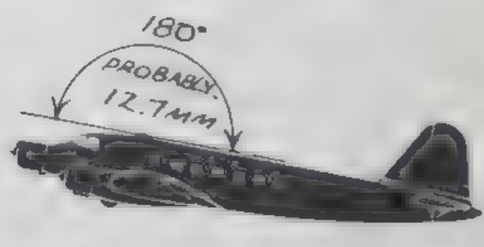
301

G 12

JULY

1943





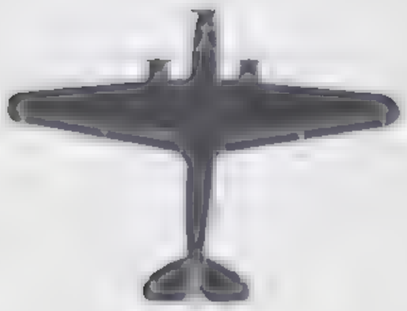
G 12

DESCRIPTION

The G 12 is a transport in limited use by the I.A.F.

It is a three-engine, low-wing monoplane. Wing center section is parallel in chord; outer sections are tapered. Split flaps are fitted. Fuselage is parallel-sided with rounded top. There is a single fin and rudder with a braced stabilizer. Landing gear retracts forward into engine nacelles.

SM 79



SM 79

The SM 79 is one of the older, obsolete transports of the I.A.F. which is still in ... The aircraft is a three-engine, low-wing monoplane. Wing has straight taper to round ... ing edges are hinged; inner sections act as camber-changing flap and outer sections as ... ons and flaps. Outer section of leading edges are fitted with Handley Page slots. ... ilo fin and rudder and a braced stabiliser. Cockpit is over the leading edges. ... tracts rearward into engine nacelles.

J T T

.243

SM 79

ITALY

TYPE: FLYING TRANSPORT AIRCRAFT (LAND)

Mfr SAVOIA MARCHETTI. Crew FOUR to FIVE.

Duty TRANSPORT

PERFORMANCE

Max speed 210 m.p.h. at 13,000 ft. altitude; 190 mph at sea level.

Cruising speed: normal 178 m.p.h., economical 150 m.p.h. at 13,000 ft altitude.

Climb: to 13,000 ft. altitude in 18.5 min.

Fuel: normal (est.) 977 U.S. gals.; max. U.S. gals.

Service ceiling: normal load 22,500 ft.; max. bomb/fuel load ft.; min. fuel/no bombs 23,300 ft.

RANGE

Speeds	With Normal Fuel/Bomb Load (2,4 ... lbs. load)	With Max. Bomb Load (346 ... lbs.)	With Max. Fuel Load
Normal cruising	1,370 miles	425 miles	miles
Economical cruising	1,485 miles	450 miles	miles

POWER PLANT

Number of motors 3 Rated 750 horsepower each at 11,150 ft. altitude.

Description Alfa-Romeo 126 RC.34, 9 cyl., air-cooled radial.

Propellers

Superchargers

Misc.:

ARMAMENT

(F - fixed. M - free.)

For'd fuselage:

For'd wings

Through hub

Dorsal:

Lateral

Ventral

Tail:

BOMB/FREIGHT LOAD

Normal bomb load: lbs

Max. bomb load: lbs.

Typical bomb stowage:

Alternate bomb stowage: lbs.

Freight and/or troops 7,842 lbs

ARMOR

Frontal:

Windshield:

Pilot's seat.

Dorsal:

Lateral:

Ventral:

Bulkhead:

Engine:

SPECIFICATIONS

Materials Metal, plywood, fabric.

Span 97' 5" Length 73'-1" Height: 17'-4" Wing Area (gross) 1,276 sq.ft

Weights landing 20,900 lbs., normal load 37,20. lbs., max. load lbs.

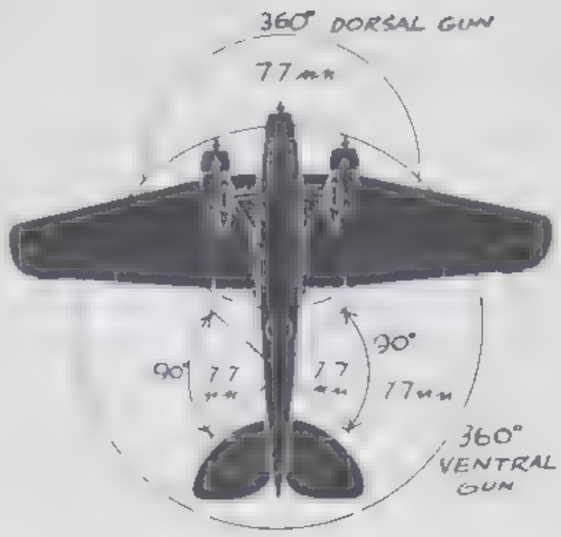
Misc.: Wing of three spars, solid plywood ribs and plywood skin, all fabric covered.

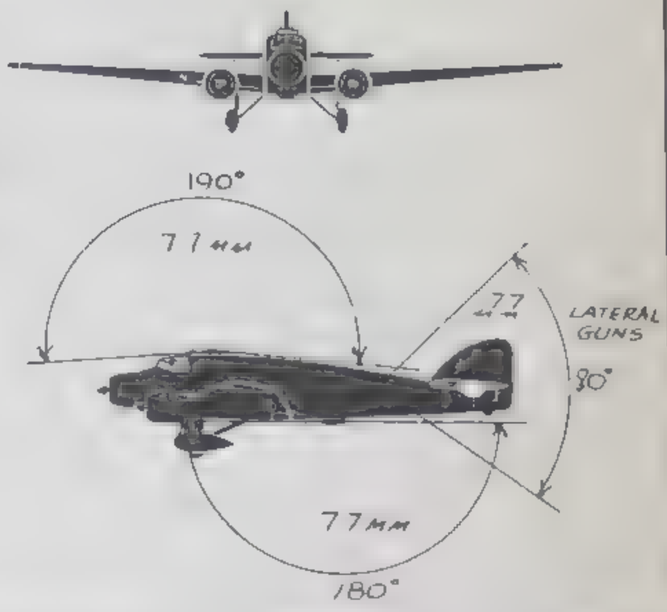
Fuselage of welded steel tube structure.

ADDITIONAL TECHNICAL DATA

It is felt that this type has been converted for use as a tanker.

ITALY	SM 81	JULY
304		1943





SM 81

DESCRIPTION

The SM 81 is an obsolete bomber used primarily as a transport by the I.A.F.

The aircraft is a three-engine, low-wing monoplane. Wing center section is approximately parallel in chord, outer sections tapering to round tips. Variable-camber flaps are fitted. There is a single fin and rudder with a braced stabilizer. Cockpit is forward of the leading edge. Bombardier's compartment behind the nose engine is semi-retractable. The landing gear is fixed.

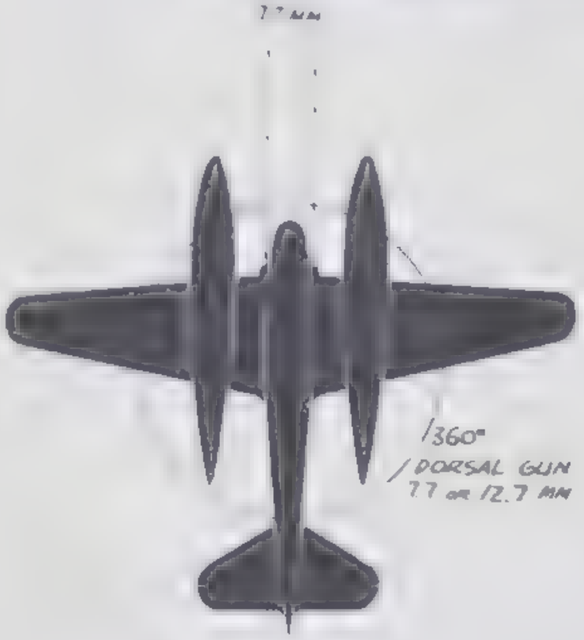
3 9115, AF

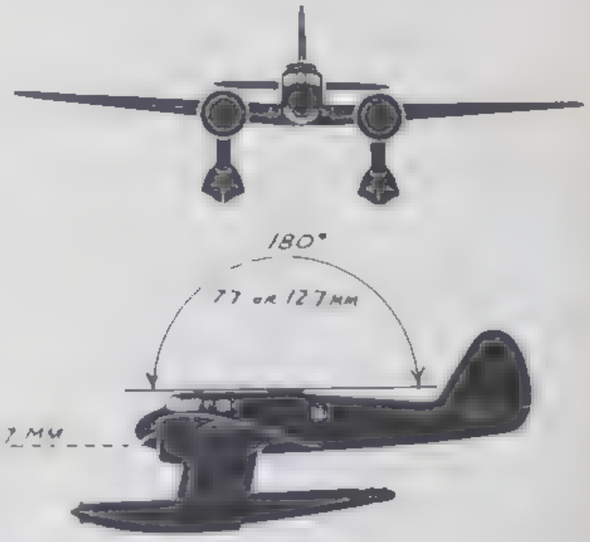
ITALY

Ca 316

JULY

1943





Ca 316

DESCRIPTION

The Ca 316 is a floatplane developed from the Ca 313 landplane and designed especially for catapult operations. It is probably in service in limited numbers.

The aircraft is a twin-engine, twin-float, low-wing monoplane. Wing tapers moderately to rounded tips. The nose is short with transparent panels in tip, lower sections and sides. Additional windows are placed aft of the cockpit. The single fin and rudder is of large area. Stabilizer's leading edges taper sharply. Twin metal floats are supported by large, faired structures.

3-7[illegible].S. AF

Ca 316

TWIN-ENGINE FLOATPLA

mfr CAPRONI.

duty RECONNAISSANCE. TORPEDO-DROPPING.

PERFORMANCE

speed 243 m.p.h. at 16,000 ft. altitude; 220

speed normal 210 m.p.h.; economical 150

ft altitude in 9.5 min.(normal

(est.) 283 U.S. gals.; max.(est.) 422 U.S. gals.

normal load 27,[illegible] ft.; max. bomb/fuel load

RANGES

	With Normal Fuel/Bomb Load	With (and 13
	[illegible] miles	
	[illegible] miles	

POWER PLANT

motors 2 Rated 640 horse

Piaggio P.XVI RC.35, 9 cyl., air-cooled rad

3-blade, variable pitch, Piat-Earlton or

BOMB FREIGHT LOAD

Normal bomb load (est.)

Max. bomb load: (est.)

Typical bomb stowage:

Alternate bomb stowage:

(est.) Torpedo, 1 x

Freight and/or troops:

SPECIFICATIONS

Length: 45' Height:

landing lbs.; normal load (est.)

ADDITIONAL TECHNIC

is usually flat, sighting

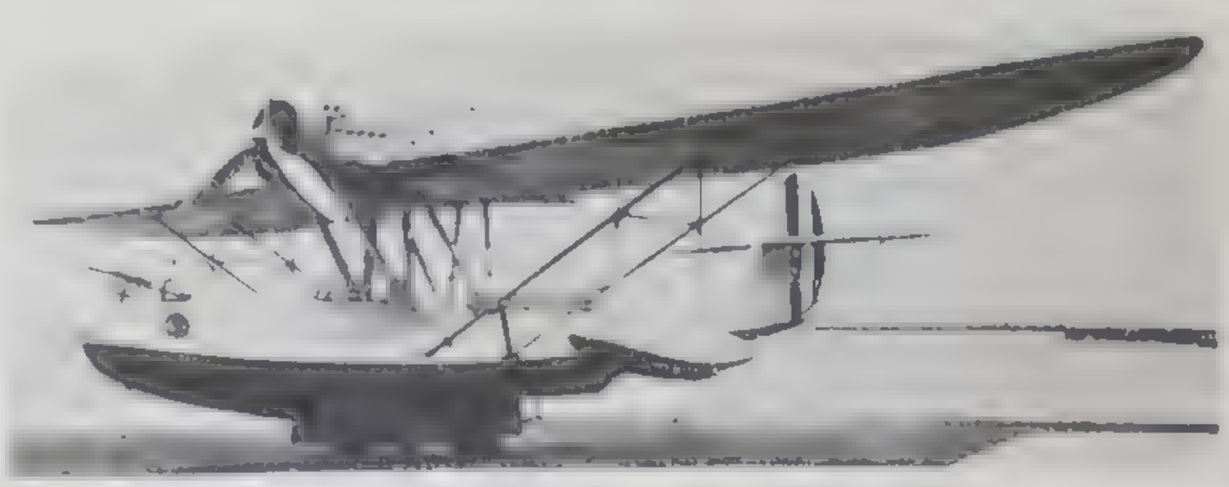
ITALY

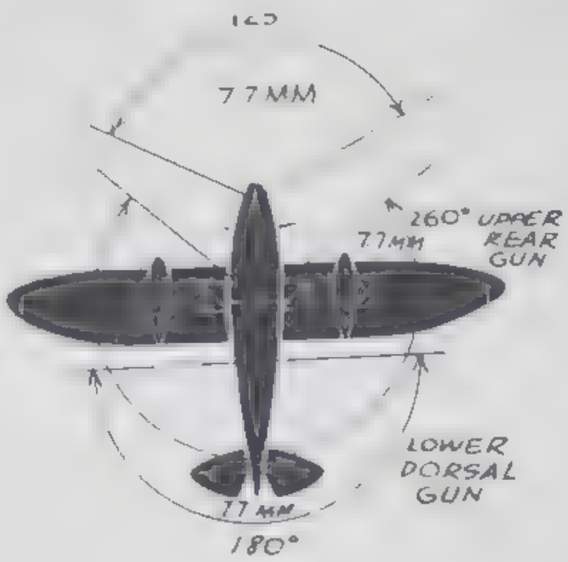
403

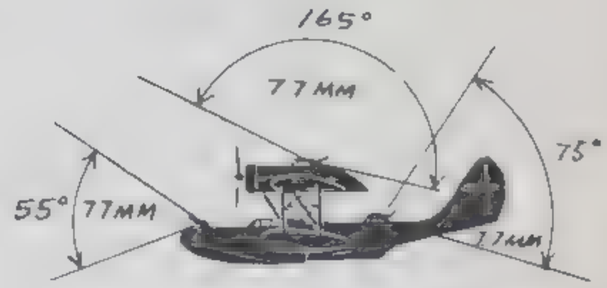
Cant Z 501

JULY

1943







Cant Z 501

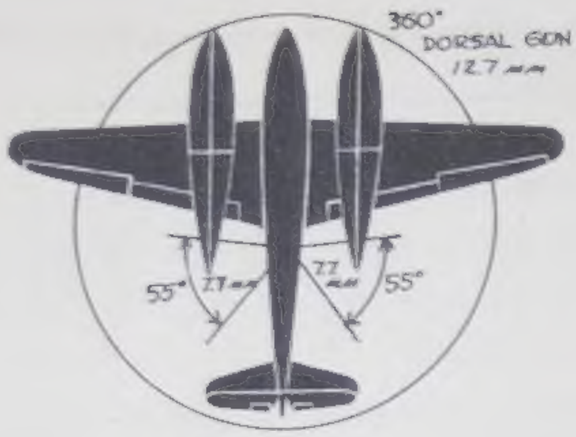
DESCRIPTION

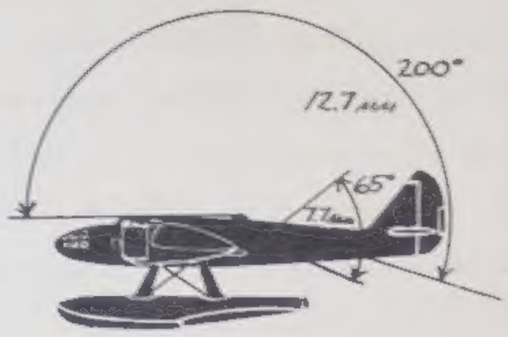
The Cant Z 501 is an old-type flying boat that appears to still be operational in limited numbers.

The aircraft is a single-engine, parasol-wing monoplane flying boat. Wing is mainly parallel in chord and braced to hull by parallel struts and mounted above hull on parallel struts; tips are elliptical in shape. Two-step hull is of comparatively shallow section. Stabilising floats are fitted under the wing. There is a single fin and rudder, with a high-set, braced stabilizer. Nacelle for engine and gunner is placed above the wing.

3 7115, AF

ITALY	RS 14	JULY
407		1943





RS 14

DESCRIPTION

The RS 14 is a floatplane that is reported to be still in operation in limited numbers. "RS" denotes "Ricognicione Stiavelli" or reconnaissance aircraft designed by Stiavelli.

The aircraft is a twin-engine, twin-float mid-wing monoplane. Wings taper, more so on trailing edge than leading edge; tips are rounded. Camber-changing trailing edge flaps are fitted. Nose of fuselage is mainly transparent. Pilot's cockpit is forward of the leading edge. Twin metal floats are carried on braced, strutted assemblies.

3-7115, AF

RS 14

TWIN-ENGINE FLO

ary: FLAT.

ose: TORPEDO DROPPING, BOMBING, RECO

PERFORMAN

speed 307 m.p.h. at 13,000 ft. altitude;

speed: normal 204 m.p.h.; economical 150

ft. 13,000 ft. altitude in 10 min. [est.]

normal[est.] 842 U.S. gals.; max. U.S.

ceiling: normal load 27,000 ft.; max. bomb/fuel (est.)

RANGES

Bomb	With Normal Fuel/Bomb Load	
cruising	(est.) 1,170 miles	
cruising	(est.) 1,480 miles	

POWER PLA

of motors 2 Rated 840 h

ption: Fiat A.74 RC.38, 14 cyl., twin-row, air

ller: 3-blade, metal, constant speed, Fiat-

upply:

: Long chord cowlings with controllable

ARMAMENT

(-fixed, m - free.)

ntings: 1/2 m.g.'s probably

ings:

ings (no):

1 x 12.7 mm (M)

3 x 7.7 mm (M)

BOMB/FREIGHT

Normal bomb load:

Max. bomb load: (est.)

Typical bomb stowage:

Alternate bomb stowage:

(est.) 1 Torpedo.

Freight and/or troops:

SPECIFICATIO

ials: Metal stressed skin.

s: 54'-3" Length: 45'-6" Height

ype: landing (est.) 13,900 lbs.; normal load (est.)

: Wing and fuselage of metal, stressed skin

ADDITIONAL TECHNIC

Dorsal gun in turret probably power-drive

3-0-8

JULY 1943

JULY 1943 | G 50 | ITALY 102

SINGLE-ENGINE FIGHTER

Mfr.: FIAT. Crew: ONE.

Duty: FIGHTING. GROUND ATTACK.

PERFORMANCE

Max. speed 300 m.p.h. at 14,500 ft. altitude; 260 mph at sea level.

Cruising speed: normal 258 m.p.h.; economical 170 m.p.h.; at 14,500 ft. altitude.

Climb: to 15,000 ft. altitude in 6.4 min. (normal load); in 6.9 min. (with max. load).

Fuel: normal 69 U.S. gals.; max. 83 U.S. gals. For ½ hr. combat: 40 gals.

Service ceiling: normal load 32,500 ft.; max. bomb/fuel load 31,500 ft.; min. fuel/no bombs 34,000 ft.

RANGES

Speeds	With Normal Fuel/Bomb Load	With Max. Bomb Load	With Max. Fuel Load
Normal cruising	325 miles	250 miles	410 miles
Economical cruising	410 miles	320 miles	510 miles

POWER PLANT

Number of motors 1 Rated 840 horsepower each at 12,500 ft. altitude.

Description: Fiat A.74 RC.38, 14 cyl., twin-row, air-cooled radial.

Propellers: 3-blade, constant speed, Fiat Hamilton.

Superchargers:

Misc.: Long-chord cowling with controllable gills. Air intake under cowling.

ARMAMENT

(F - fixed. M - free.)

For'd fuselage: 2 x 12.7 mm(F)

For'd wings: Provision for 2 x 7.7 mm (F)

Through hub:

Dorsal:

Lateral:

Ventral:

Tail:

BOMB/FREIGHT LOAD

Normal bomb load: lbs.

Max. bomb load: 317 lbs.

Typical bomb stowage:

lbs.

Alternate bomb stowage:

lbs.

Freight and/or troops:

lbs.

ARMOR

Frontal:

Windshield:

Pilot's seat: Back, 8 mm.. Sides and seat, 6 mm.

Dorsal:

Lateral:

Ventral:

Bulkhead:

Engine:

SPECIFICATIONS

Materials: Steel tubing, stressed skin, duralumin spars and ribs.

Span: 35'-9" Length: 25'-6" Height: 9'-3" Wing Area(gross) 196 sq.ft.

12.7 MM

MC 200

DESCRIPTION

been replaced for the most part by MC 202's and Reggiane

the future mainly as a ground attack and light bombing

by Castoldi.

low-wing monoplane. Wings are tapered moderately. Camber-

he ailerons. Fuselage is of oval section. The cockpit on

retracts inward into center section.

MC 200

SINGLE-ENGINE FIGHTER

Mfr.: MACCHI. Crew: ONE.

Duty: FIGHTING. GROUND ATTACK. BOMBING.

PERFORMANCE

Max. speed 310 m.p.h. at 15,000 ft. altitude; 268 mph at sea level.

Cruising speed: normal 268 m.p.h.; economical 170 m.p.h.; at 15,000 ft. altitude.

Climb: to 15,000 ft. altitude in 6.25 min.

Fuel: normal 84 U.S. gals.; max. 163 U.S. gals. For ½ hr. combat: 40 gals.

Service ceiling: normal load 33,000 ft.; max. bomb/fuel load ____ ft.; min. fuel/no bombs 33,500 ft.

RANGES

Speeds	With Normal Fuel/Bomb Load	With Max. Bomb Load	With Max. Fuel Load
Normal cruising	430 miles	____ miles	____ miles
Economical cruising	570 miles	____ miles	900 miles

POWER PLANT

Number of motors 1 Rated 840 horsepower each at 12,500 ft. altitude.

Description: Fiat A.74 RC.38, 14 cyl., twin-row, air-cooled radial.

Propellers: 3-blade, metal, contant speed, Fiat-Hamilton or Piaggio.

Superchargers:

Misc.: Long chord cowling with prominent streamlined fairings for rocker boxes. Air intake under cowling.

ARMAMENT

(F - fixed. M - free.)

For'd fuselage: 2 x 12.7 mm(F)

For'd wings:

Through hub:

Dorsal:

Lateral:

Ventral:

Tail:

BOMB/FREIGHT LOAD

Normal bomb load: (est.) 220 lbs.

Max. bomb load: ____ lbs.

Typical bomb stowage:

1 light bomb carrier under each wing 2 x 110 lbs.

Alternate bomb stowage:

____ lbs.

Freight and/or troops:

____ lbs.

ARMOR

Frontal:

Windshield:

Pilot's seat: Back, 8mm., sides and back, 6 mm.

Dorsal:

Lateral:

Ventral:

Bulkhead:

Engine:

SPECIFICATIONS

Materials: All metal, stressed skin.

Span: 35' Length: 27' Height: 11'-6" Wing Area(gross) 181 sq.ft.

Weights: landing 4,400 lbs.; normal load 5,440 lbs.; max. load ____ lbs.

Misc.:

ADDITIONAL TECHNICAL DATA

Fiat A.76 RC.40 engine, rated at 1000 hp at 1000 hp at 13,100 ft. reported fitted in improved version, which would increase performance.

RESTRICTED

INFORMATIONAL INTELLIGENCE
SUMMARY No. 43-39

ITALIAN AIRCRAFT AND ARMAMENT

OFFICE OF THE
ASSISTANT CHIEF OF AIR STAFF, INTELLIGENCE
WASHINGTON, D. C.

RESTRICTED